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April 17, 2001 LB 620

run me. They might run their trains, but they don't run me. They might own their conductors, they own their engineers but they don't own me. And this amendment...by the way, I have to...is this my amendment or Senator Wickersham's underlying amendment we're on?

SENATOR CUDABACK: This is Senator Wickersham's, Senator Chambers.

SENATOR CHAMBERS: Okay, because my amendment was adopted. Senator Wickersham's amendment ought to be adopted. It's not going to hurt the bill. It's not going to inconvenience anybody who is taking his or her job seriously. Three people on that board.

SENATOR CUDABACK: Time.

SENATOR CHAMBERS: They should want the information and the help. Thank you, Mr. President.

SENATOR CUDABACK: Thank you, Senator Chambers. Senator Coordsen, on the Wickersham AM1479 to LB 620. Senator Coordsen.

SENATOR COORDSEN: Thank you, Mr. President and members of the body. I put my light on again, Mr. President, because I think I want to give Senator Kristensen the opportunity to respond if he's...I won't ask you any question, Senator, but I do have my light on and you can have all of that time. As I've told the members before, the TRAIN analysis came into being under my watch and Senator Kristensen and I think Senator Dwite Pedersen were members of the 1370 Task Force that were responsible for shepherding the development of this economic development model, and we spent some amount of counsel resources in doing that. An IMPLAN is a more widely used process. An IMPLAN is one that is pretty much limited to an area; that is, if there was a proposed economic development activity in Lancaster County, IMPLAN would be used to try to make an analysis of what the economic impact of that investment would be, what the cost to government, what the increased employment, all...including all of the spin-offs. TRAIN is...was developed from IMPLAN, IMPLAN was a model. It has a different...a different focus, though. It is how does an